

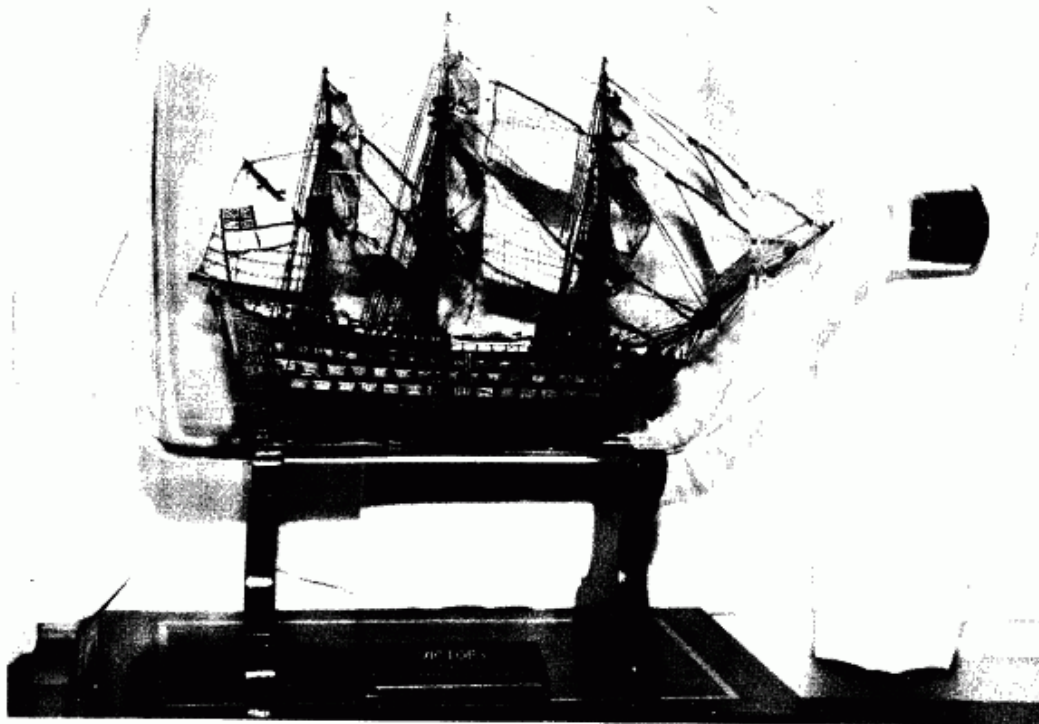
1990



NO-3

VOL-8

JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA



VICTORY

NELSON'S FLAGSHIP AT TRAFALGAR.
More Photo's on back cover.

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

COPYRIGHT 1990, by the Ships-in-Bottles Association of America. All RIGHTS RESERVED. No part of this manuscript may be reproduced in any form without the express written permission of the publishers.

MEMBERSHIP in the Association is open to any person, regardless of ability as a Ship-in-Bottle builder. For a membership application, please write the Membership Chairman DON HUBBARD, P.O. BOX 550, CORONADO CA. 92118 U.S.A. Annual dues are \$15.00 for both North American and Overseas members.

ARTICLES and **PHOTOGRAPHS** for publication in **THE BOTTLE SHIPWRIGHT** should be sent to the Editor at: 5075 FREEPORT DR. SPRINGHILL, FL 34606 U.S.A. Material which should be returned to the sender, should be clearly indicated. Every effort will be made to safeguard such material, but the Association cannot be responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All your articles will be welcome. **DEADLINE** for submission is the second month of each quarter.

Jack Hinkley, -President.
Frank Skurka, -Vice President.
Don Hubbard, -Membership/Treasurer.
Ray Handwerker, -Editor.
Saul Bobroff, -Back Issues.



BACK ISSUES OF *The Bottle Shipwright* are available from Saul Bobroff, 31 Washington Street, Beverly, MA 01915, U.S.A. Cost is \$4.00 each and that includes postage. Please send check or money order payable to Saul Bobroff.

DECALS and **PATCHES** for the Ships-in-Bottles Association of America are available from JIM DAVISON, 1924 Wickham Ave. Royal Oak, MICH. 48073 U.S.A. Please send check or money order, payable to James H. Davison. The 4" embroidered patches are \$3.00 each. The 3" decals with easy peel backing are \$1.25 each or 2 for \$2.00. JIM also has a 3" metal badge with our emblem available for \$4.00.

COVER PHOTO- Nelson's Victory-Built by Juan Rodriguez Del Barrio of Spain. Bottle size 32 cm, long. 19 cm high, 28mm neck size.

The Bottle Shipwright

Volume 8, Number 3.

TABLE OF CONTENTS

Clipper "SEA WITCH"--Alex Bellinger-----	2-3.
Dremel Table Saw-----Frank Skurka-----	4-5.
Report From Holland--Bob de Jongste-----	6-7.
Let George Help-(SIB-Kits)-G.Pinter-----	8-9.
Ramblings--Guy Demarco-----	10.
Painting Tip/Tool--Herb Manley-----	11.
From the Members-----	12-14.
George Under Glass--G.Pinter-----	15-19.
From the Editor--Welcome new members--Adress Changes-----	20.
"All Hands" --F.Skurka-----	21-22.
Photo's-----	23-24 & Back Cover.:
New Book--Leon Labistour-----	Inside back cover.....

ATTENTION ON DECK ! ! ! THIS THE CAPTAIN SPEAKING ! ! !

The Newburyport Customs House / United States Coast Guard model ship competition has now come and gone as far as the competition and judging is concerned, and I must say that I am disappointed with the small number of entries from our membership. Only twelve. I am also disappointed with the extremely small response to the opportunity to trade models with the members of the Japanese Association, for the Bottle Ship Mini-Museum in Osaka Japan. There was but a single response, and that was from a member in Europe.

Two excellent chances for our building members to show their craftsmanship, have gone by with little or no participation. Good chances are few and far between.

Regardless of what he thinks his ability is, a builder should take every opportunity to display his work, so that the public may become aware that bottle ship building is alive and well in the United States of America, and is a viable folk/art form that is being preserved.

Let's work toward better participation in any future event that might arise.

For those who are interested, work on a set of by-laws goes forward very slowly, but it goes forward.

THAT IS ALL !.

HIT THE BOTTLE

NOTICE !.

MATERIAL FOR THE EDITOR-- SHOULD BE SENT TO;
Ray, Handwerker. 5075 Freeport Drive. Springhill, FL. 34606 USA.

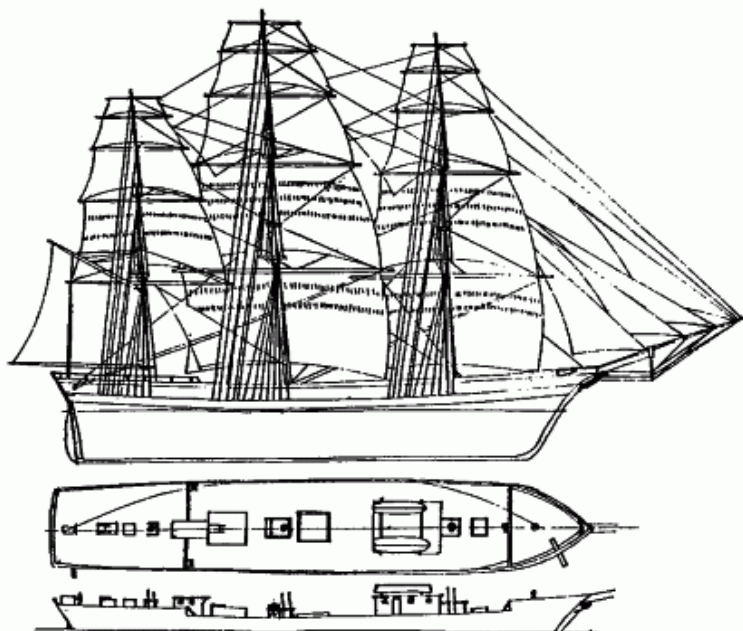
WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS
SUBMITTED. Articles taken from another publication will not
be used without express written permission, from that pub-
lication. See From the Editor for explanation.

Jack

American Clipper Ship SEA WITCH
Alex Bellinger, Newburyport, Massachusetts

Many ships have been called the "first true clipper" and John W. Griffith's masterpiece SEA WITCH would certainly be among them. She was built for the firm of Howland and Aspinwall in 1846, right at the beginning of the shipbuilding boom that was to see many fine clippers sailing from American ports over the next decade. She was 192' overall, 34' in beam and 19' depth of hold, all together measuring slightly over 900 tons. This is smaller than many of the famous ships launched over the next few years, but this early example of the type established one feature which was to later characterize all successful clippers - a reputation for speed. Employed in the China trade under the capable hand of Robert H. Waterman, SEA WITCH broke many records for quick passages to and from the East. The most famous of these was her astonishing arrival in New York on March 25, 1849, only 74 days from Hong Kong, at a time when the voyage was usually expected to take six months. This and other records set by SEA WITCH have still not been broken by any sailing vessel to this day.

She was noted for her sharp bows and at her launch the New York Herald called her, "the prettiest vessel we have ever seen". In overall design she shows her immediate ancestry in the wall sided packet ships of the previous decades. Like many of her generation, her career was short. On her ninth voyage she was wrecked on a reef off Cuba, about 12 miles from Havana.

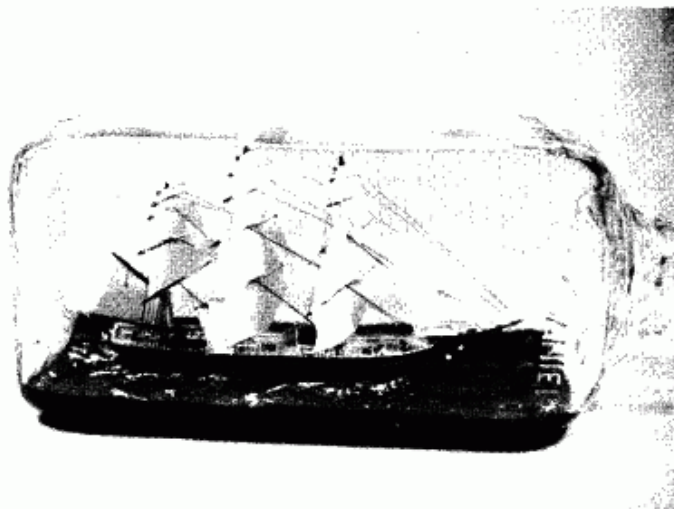


The information for this model was taken from Charles G. Davis' book "Ship Models and How to Build Them", which has a good set of plans of this clipper in the back. The plan here was drawn for a model to fit in a quart whisky bottle with a typical 3/4" diameter neck. It was specifically drawn up as a project for my advanced students in the ship in bottle class at the Custom House Maritime Museum, here in Newburyport.

The hull is made from a single piece of clear pine and the hull moldings, channels, stem and rudder are of bass stripwood. Most of the deck furniture is also bass, but the larger deck houses are pine. The masts, gaff, boom, bowsprit and jibboom are turned from toothpicks. The spars are tapered from 1/32" bass stripwood, using a knife and sand paper. The standing rigging is of four different weights of thread, from an extra weight for the main and fore stays to a fine synthetic fly tying silk for the higher rigging. All the running rigging is of a lighter colored synthetic silk. The sails are of cigarette paper.

I rigged the model on a special working stand designed by Bill Howat, of Rockport, Mass., and kindly built for me by Saul Bobroff. Bill's idea was originally inspired by Jack Hinkley's rigging stand, which was published here as a "Tension Grabber" some years ago. The extra stability and height afforded by this stand made the job much more comfortable and probably saved me quite a bit of time.

I believe this is the most complex model and rig I could build in a bottle of these dimensions, using the usual single piece hull and traditional technique. Perhaps in another year or so I might feel differently about it, but I'll wait until then.



The SEA WITCH by Alex Bellinger. Bottle by Jack Daniels

UPGRADING THE DREMEL TABLE SAW

PART I

by FRANCIS J. SKURKA, SEAFORD, NEW YORK

The Dremel table saw is probably one of the best known and most popular power saws used by modeler's in this country. Generally, the saw serves the purpose, except where very fine cuts and extreme accuracy is required. My biggest complaint was that I could not rip down thin pieces of stock because of the wide space between the saw blade and the table cover or blade plate. Invariably, the piece being ripped was shot down beneath the saw because of the clearance between the blade and the blade plate. The slot width is $3/8$ " so the problem is obvious. The rip fence cannot be accurately set to compensate for blade heat caused by friction and often a straight cut cannot be obtained, especially with certain stock. The above mentioned conditions can be virtually eliminated by the installation of a kit produced by the Magnuson Products Company of 4625 Falkirk Bay, Oxnard, California, 93035. The product is called an "Accurizer Kit" and costs \$49.50 with \$4.50 shipping charges to New York.

The kit consists of instructions, a metal cutting jeweler's saw blade, a brace or bracket and the necessary hardware. These items are all designed to take the slack out of the entire unit. The jeweler's saw blade is installed and lined up with a square for a 90° plane and the metering lock reset; the quadrant plate is re-zeroed. The table brace is actually a spindle brace or cleat cut with a quadrant which serves to brace the table and the spindle for improved accuracy. Holes are drilled to secure the brace to the table with nuts, bolts and lock washers. When I did mine, I found that I had to cut new slots and elongate the bolt holes for the quadrant plate to be correctly zeroed. The table brace stabilizes the rig when making bevel cuts. It is fitted with a finger screw which acts as a second bevel (tilt) lock. This arrangement makes for a more accurate cut when the arbor is tilted; it also reduces vibration.

The vernier saw fence is fitted with a slide that can be used on either side of the saw blade and can be adjusted on a graduated scale with a locking finger nut. The squaring bar (head) can be adjusted with two screws, so that the fence can be accurately set. It should be noted that for any table saw, there should be a slight clearance at the back of the blade. This angularity away from the back of the blade is about as thick as a piece of paper and compensates for the heat generated when the blade cuts the stock. The heat causes some expansion according to the material and the back angularity varies accordingly. If the stock binds when cutting, more clearance is required at the blade back; if there's too much clearance, the stock pulls away from the fence and the cut becomes narrower as the cut is continued.

The new blank blade plate is aluminum and is fairly soft. The new jeweler's blade is mounted and dropped below the table surface. The blank blade plate is installed, the saw started and the blade plate cut carefully as the blade is slowly cranked up; a new close fitting slot results. Here's where the instructions drop dead; you have to jury rig.

Standard Dremel blades are 4" in diameter while the kit's jeweler's blade is $2\frac{3}{4}$ " diameter. When the cut is made in the new blade plate it's only $2\frac{1}{8}$ " long. A slot $3\frac{3}{4}$ " long is needed for the standard blades. No information is provided for this.

I backed the cut on the blade plate with two thin strips of 1/4" x 1" x 6" pieces of wood scrap and mounted the plate in a vise. I put a 36 tooth hacksaw blade in the slot, mounted the blade in the hacksaw frame at 90° and cut the plate an additional 13/16" on one side, reversed the plate and hacksaw blade and frame and cut the other side the same length. When doing this, take care not to damage the blade plate lug. The hacksaw cuts have to be widened to take the Dremel saw blade and the entire blade slot filed to compensate for the set of the blade teeth.

I fitted the table saw with the Dremel fine blade No. 8004 (100 Teeth) and dropped the blade below the table and inserted the blade plate. I fired up the saw and slowly raised the blade and carefully cut the slot longer so the blade plate is able to accept the Dremel blade. I didn't see any damage to the blade. The Dremel blade, with the set, is 1/16" thick. Using a flat jeweler's file, I widened the slot to 3/32", allowing 1/64" on each side of the blade for clearance. Draw filing the slot, bevelling the slot edges and polishing the plate with crocus cloth finishes the job.

This kit can be easily installed with few tools in about two hours. Time must be taken, not to do the work, but to set all the adjustments accurately. The results make for an improved saw and are worth the cost and effort of retrofitting, if you use the saw a lot and are interested in precision. If you are satisfied with what you have, then it may not be worth the investment.



insignia by FRANS VAN DIJK

ASSOCIATION BADGES

Cloth patch badges in navy blue and white (shown actual size) are available direct from JOHN BURDEN, 32 ASTLEY CLOSE, PEWSEY, WILTSHIRE, ENGLAND. Price £2 sterling includes postage. Please pay with a cheque drawn on a British bank and made out to John Burden, or GIRO 25 103 1802. For American members, \$4 cash.

MEMBERSHIP is granted to all persons. For further information please write to the President, to whom Membership fees should also be sent: Leon Labistour, 'Seascope', King Street, Robin Hood's Bay, Whitby, North Yorkshire, YO22 4SH, England.

FROM HOLLAND WITH LOVE !

NOBODY KNOWS THE TROUBLES I HAVE.....

In the "BOTTLE SHIPWRIGHT" 1990 No.2 I promised to submit drawings of the old VOC-ship AMSTERDAM, but for the moment you must forget about it, since there is a copy-right on the drawings.

One of our Dutch members, who lives close by the yard where the ship is built, went to the building site, saw the drawings, but could not get copies.

In this respect I have to be very careful and I tell you why.

Mr. Gerhard Herrling, the editor of BUDELSCHEFF EXPRESS, the counterpart of THE BOTTLE SHIPWRIGHT in Germany, received about 2 years ago some drawings from one of the members when sitting at the table with him during a meeting of all German members.

So he published the not very professional drawings in the journal for the members to read. This happened a few weeks ago!

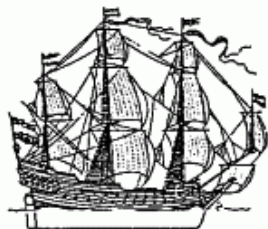
Can you imagine his astonishment when he received a letter from a German law-firm claiming \$ 25,000.- for the use of the drawings. Furthermore the lawyers claimed some \$ 500.- to be paid immediately for expenses made by them.

Therefore I will have to go to the yard myself and see whether I can get permission to publish.

+++++

Our exposition at the Scheveningen Fishery Museum was a great success. Twenty of our members showed their bottleships. Apart from the local people we also had a lot of tourists. From Canada, the USA, Australia and even from Japan. Further of course many people from Europe. And we were able to book a few new members.

+++++



My good friend Mr. de Boo of IJmuiden has built a Venetian galleon in a Chi-anti bottle. He is writing an article about the method he used and as soon as I have translated same, I will forward same to you. He inserted the ship with the bow first and when he had finished the stern, he turned the ship around in the bottle so that he could complete it.

Bob de Jongste.



EUROPEAN ASSOCIATION OF SHIPS IN BOTTLES

Netherlands' Division.

The Hague, Netherlands
July 7, 1990

My dear fellow-barcobottelist!

I am very sorry to have to inform you, that, as per the 31st of December 1990, I will stand down as editor of "WELKOM AAN BOORD", in favour of some younger members, who will have to carry the burden on their broad and able shoulders.

The reason is very simple. I started the job early 1986, so when I step down, I will have served the Association for about 5 years. I have reached the age of 73 years and I realized suddenly, that, if something should happen to me, our Dutch journal would suffer a premature death.

During a meeting at the Fishery-museum in Scheveningen it was decided, that two of our younger members will take over the responsibilities for the journal as well as for the membership in the Netherlands.

Although a definite work-schedule has not yet been drawn up, we have divided the responsibilities as follows:

Editor : Mr. Hans de Haan,
Minstreelpad 43,
3766 BR SOEST.

Finance : Mr. Dietert Jan Brugma,
Van Heeckerenlaan 43,
6711 JM EDE.

Hans de Haan is a member of the Dutch Air Force. He is very well known in SIB circles. He was the organizer of the first exposition in Harderwijk.

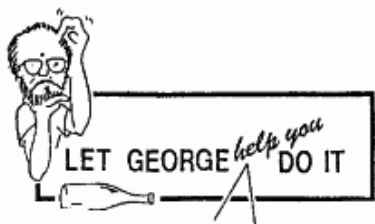
Dietert Jan Brugma is a bank-manager and he can be very helpful in all financial matters with which we are confronted from time to time.

Nevertheless I will continue to write articles for the various SIB journals and I sincerely hope to do so in good health.

So this is not a "Fare Thee Well" letter! I plan to stay in the picture.

I wish you and yours
"Altid Godewind",


Bob de Jongste.



For assistance---- Write to;
G.Pinter 199 Elm St. Halifax, Ma. 02338.

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

Recently a letter came in requesting information on ship in bottle kits.

From time to time over the years, various SIB kits have appeared on the market.

I recall a plastic version when I was a kid in the early 50's that consisted of a rectangular shaped plastic bottle that came in two pieces. The halves being cemented together when the ship was assembled.

Then there was " Sailor Sam's Secret " ; The Phantom Clipper by Cooper Craft Kits of Norwich, England around 1960. (see bottle shipwright 2-85 special insert). I am sure there were other kits which I have not heard of.

Alex Bellinger, our former editor and expert ship bottler, built a kit model and wrote an interesting critique of it in Ships in Scale magazine (# 32 Nov/Dec. 1988)

Each SIB modeller has his own personal history on how he came to be a bottle modeller. And the majority of us did have a modelling background, so attempting that first SIB was merely an extension of that model building interest. Try something new .For most of us it became addictive.

Some of us groped our way through a "how to" book page by page until that first bottled model was completed. A few were lucky enough to be taught by someone already skilled in the art. And a few used the trial and error method until success was achieved. But a few of us probably started with a kit.

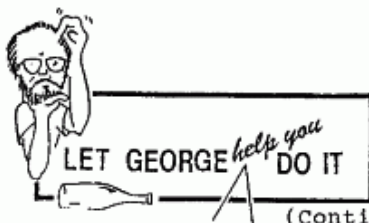
Since kit SIB'S are generally intended for the inexperienced SIB modeller, they don't always contain the amount of detail, material or rigging most of us would like to see. Also I can't attest to the accuracy of scale for the ship they represent.

The two biggest factors against SIB kits are price and the limited number of ship types available. Over and above the price of the kit, there is glue, paint, drill bits, etc. And after you have built one example of each kit available, where do you go from there ?.

But if kits are your passion, then I hope that my investigations will be of some help to you.

I have found the following available kits, and sources.
Prices listed are approximate.

<u>PRINCESS ROYAL</u> -- SIB Kit # M2424--(\$30.)--	Preston's Main Street Wharf Greenport, Long Island, New York. 19994.
<u>PROVIDENCE</u> --Kit # 201 -----(\$6.)	The Dromedary 6324 Belton Street EL Paso, Texas. 79912
<u>AMERICA</u> -----Kit # 202 -----(\$6.)	The Dromedary
<u>FLYING CLOUD</u> -Kit# 100 -----(\$6.)	The Dromedary



For assistance---- Write to;
G.Pinter 199 Elm St. Halifax, Ma. 02338.

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

(Continued from page 8)

PRINCESS ROYAL-- Kit # 182031-----(\$30.)-- Woodcarvers Supply Inc.
P.O.Box 8928
Norfolk, Va. 23503
Phone-1-804-583-8928

FLYING CLOUD--Kit # K5429 -----(\$30.)--Mason & Sullivan
Classics in the Making
586 Higgins Crowell Rd.
West Yarmouth, Cape Cod
Ma. 02673.

FLYING CLOUD--Kit # 20481-8-----(\$15.)--Chamberlain & Richie
P.O.Box 578
Pembroke, Ma. 02359.

FREDONIA --Kit # 20482-6 -----(\$15)--Chamberlain & Richie

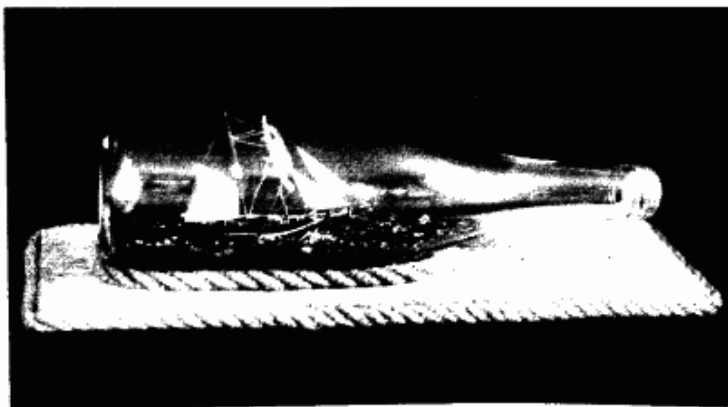
HANNAH --Kit # AM1355-----(\$54.99) Model Expo Inc.
P.O.Box 1000
Industrial Park Dr.
Mt. Pocono, Pa. 18344

AMERICA -- (unknown) (\$10)-- Maritime Museum
503 East River Street
Savannah, Ga. 31901
Model Shipyard
Vancouver, Canada.

BLUENOSE -- No other information

You can also check with Century Models, Anaheim, Ca. there phone
number is 714-821-8321.

As you can see, the selection is quite limited. If any member knows
of any kit not listed, that is available, please advise me, and
they will be listed in a future issue.



How ? did you do that Mr.Pinter ?? . Why-by magic of course !!

RANDOM RAMBLINGS FROM AN OLD BOTTLE MODELLER by GUY DeMarco.

Being a lone wolf (and sundry other things) for the past four years I may have picked up a hint or two that I would like to share with the membership.

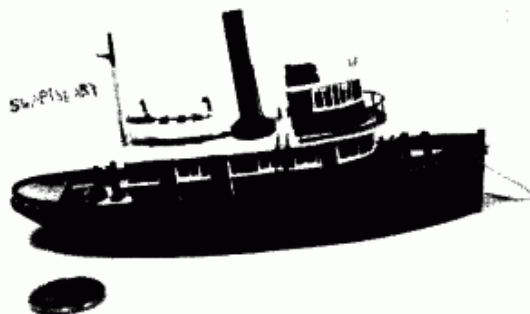
1. Scale Figures. I borrowed this from the model railroaders. I recall a apres dinner conversation (at a local ptoo-maine tavern) with Frank Skurka, concerning scale figures. At the time N gauge was the smallest available , with Marklin Z gauge (about half the size of N) just a curiosity. Now four years later, technology has caught up with fantasy. The figures are great. They stand in at 5/16 of an inch, fully painted in railroad colors that can easily be modified. The company is Preiser of Germany (used to be West Germany) According to the packaging the scale is 1:220. I've used them for several versions of river and ocean sloops in quart bottles. There's even a horse drawn wagon, perfect for modeling loading docks, outfitters wharves, etc.

2. Scale Lumber. Again, I borrowed from Model Railroaders, along with Doll House people and modelers of "rational sized" ship models. Within the last few years fine grained woods in mahogany, walnut, and oak have joined the basswood ranks in very small sizes. Klapper Scale Lumber and Northeastern are just two of many.

3. When I first started I viewed myself as a " Purist". Only wood, string and paper. NO PLASTICS !! NO PLASTICS EVER!! . Now after checking out Plastistructs specialized strips, sheets, tubes, and dowels, I view the " non bio degradable" world differently.

4. Shipping our treasures has always seemed to be a problem. Even though the bottle is secured and cushioned, all that separated the model from jarring loose and bouncing internally has been air. With the models I have shipped recently, I tried a new tack. Instead of sealing the cork (or cap if you like cheap wine) I fill the inside with styrofoam packing peanuts. I place them around the model with a variety of pins and rods, then filling the bottle with more, until the model is snug on a cloud of foam. I send explicit unpacking instructions lest some "bloody soger" tries to shake them out. So far its worked for me.

I guess the only sign off to this brief meander, is to simply say that it feels good to be with old friends and fellow modelers again. But I still ask myself "why oh Why would anyone want to put a ship in a bottle ".



A photo sent in by Charles Hand. ON NO Can it be??? Has he traded in his trusty "ZIPPO" ?? - NO it's a Tug Boat model done by Alex Bellinger for his brother. Pheew-!! Had me worried Charles. Finished model went into a Jack Daniels Bottle.

A PAINTING TIP/TOOL by Herb Manley.

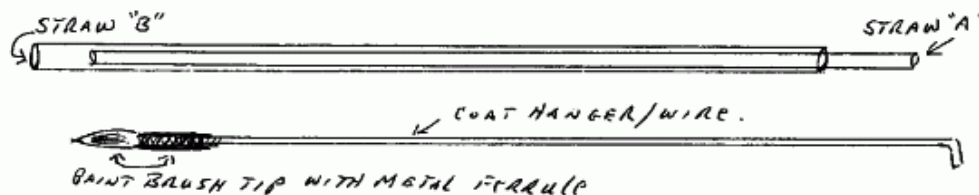
While trying to finish some last minute touch-ups, (white caps and bow waves) on my latest venture (a friendship sloop) in an upright decanter with a long neck, and narrow sides, the long handled paint brush was mis-directed several times. This necessitated clean up time not really appreciated. So necessity being the mother of invention, I invented the following. I hope it will work as well for you as it did for me.

1. Materials- 2 Plastic straws. Different manufactures have different (odd) sizes from one another. By trying a few , you will find two that will fit ,one into the other.

1-18' length of coat hanger (or the same gauge wire) put a slight hook or bend in one end.

1- narrow paint brush tip. broken off at the end of the metal ferrule and hollowed out (remove the wood or plastic.) Now insert the coat hanger/wire into the ferrule end of the paint brush and hammer closed.

2. Use- insert long handled paint brush, tip laden with paint, into straws, stopping just short of straw "B" (see diagram). Extend straws to maximum length. Lower the tool into the bottle, the tip of straw "B" aimed at and nearly touching the spot you want to cover or touch up. Now retract straw "B" till the tip of the paint brush is exposed. Paint, touch up, etc. and then cover the tip of the paint brush with straw "B" and remove from the bottle. Once the tip of the paint brush is covered, you should have no worries about making a mess on the way up.



The Gloucester schooner L.A. Dunton in a gallon jug. The ship is at Mystic Seaport as part of their permanent exhibit.

Photo by Herb Manley.



JOHN AHERNE of San Francisco, California. Wrote to clear up the mystery of who did those excellent Ships in light bulbs. The answer to the "who done it" , he done it !. Johns work was shown on page 24 of Vol 8. Number 2 , 1990. Thanks for the card John. Pretty model of the "CONNIE Z " . Static or R/C ?? is it yours ??.

JACK-Kai-Cho-HINKLEY, and his wife Dodie, were among 700 invited guests aboard the U.S.S. CONSTITUTION on her annual turn-around cruise in Boston Harbor on July 4th. On this annual event the Navy was saluting the Coast Guard on its 200th anniversary , and the U.S.C.G.C EAGLE was present to receive a 21 gun salute from the CONSTITUTION while sailing (under power) up the harbor. Adding to the festivities was the presence of the Aricraft Carrier JOHN F. KENNEDY. She was tied up at the south Navy Yard. As the CONSTITUTION passed the KENNEDY , she fired a 21 gun salute to the Country and the KENNEDY. Twice more salutes boomed out from the CONSTITUTION before the cruise was over. CONSTITUTIONS crew and a detachment of Marines appeared in uniforms of the 1812 period , and some of the Naval customs of the time were observed. The weather was great, the water was blue and if only the event could have been preserved in a bottle..... a truly GLORIOUS 4TH. (Jack-- "the water was blue"--??-- in Boston harbor !?!????)

Kai-Cho also passed along the results of the Newburyport competition. And they are (the envelope please)

1st-Revenue Cutter JOE LANE-----	Richard Casey
2nd-Revenue Cuttee CHILULA-----	Charles A. Hand Jr, *
3rd-38'Picketboat-CG 38570-----	Johnston M. Hinkley,*
Hon.Mention-Bark EAGLE -----	Chris Fowler, *
Hon.Mention-LOUISIANA -----	Bryan Emond
Hon.Mention-40'Utility Boat-----	Frank Skurka *

*-- Member of SIBAA.

You are right Jack, not a bad representation among the members.

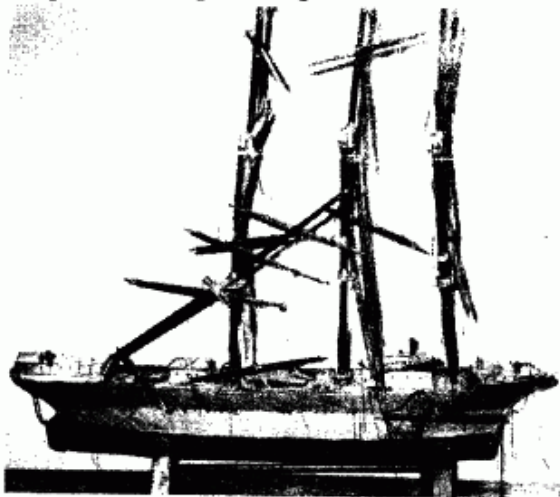
HERB MANLEY of Vernon, Connecticut wrote to say he is attempting his first Self Portrait. Him in a bottle on a stool, at a table, working on an almost completed Brig, with a small yacht in a penicillin bottle nearby. Send me a picture of that one when you finish it Herb. And thanks for the pictures you sent.

JIM DAVISON of Royal Oak , Michigan, our man in charge of patches, badges, and decals to ask if I would mind mentioning his cousin son Troy Kirk of San Diego who has authored a really fine book on baseball cards titled " Collectors Guide to Baseball Cards"., Released in April and published by Wallace-Homestead book Co. of radnor, Pa.It is available from both Walden Books and B.Dalton for \$12.95 .No Jim I don't mind mentioning it. And I agree , Jack's choice of Frank is an excellent one. Hope you and Phyllis enjoyed you vacation on Michigan's upper Penninsula. And good work on the patch sales. Thanks for the Article from Sea History. Frank also sent me a copy.Yes Don Pearson does do beautiful work.

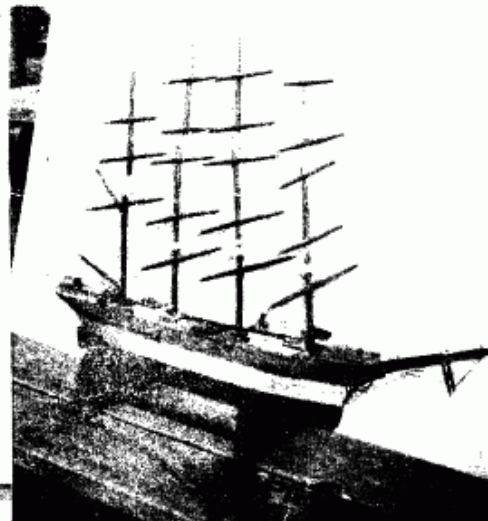


JUAN RODRIGUEZ DEL BARRIO of Madrid , Spain is the gentleman to thank for the cover photo, and those on the back cover. JUAN who comes with a very impressive set of credential's is looking to sell "VICTORY" and is asking \$5000. U.S.Dollars or the equivalent amount in Pesetas. Anyone interested or knowing of someone who might be interested, can contact Juan by writing to him at Quilichao, 10. 5°. 28033-MADRID - ESPANA. Juan states that it went into the bottle (see size of bottle inside of front cover) in 120 sections, comprised of 4000 pieces. The completed work took him about 1300 hours to complete.

BILL JOHNSTON (woodcarver) of Langhorne, Pennsylvania. through Don Hubbard. Had been commissioned to do a restoration on a model clipper ship built around 1849 that had lain in the owners attic for years. In Bill's words; "It was a shambles - all the rigging was rotted away , and parts were either broken or missing. Apparently it had been built aboard such a ship, with crude tools, by a sailor wise in the ways of sail, as all the fittings on the yardarms, etc. were correct. After many hours of research and work , all the missing parts were replaced, even to the ships running lights. It was re-rigged and delivery made to the appreciative owner. In order to retain its value as an antique the original paint was left untouched. " Bill has also sent a schooner in a bottle to a family in New Zealand that had had him to dinner during the war. They have kept in touch all of these years. They make great gifts, don't they Bill ??.



BEFORE



AFTER

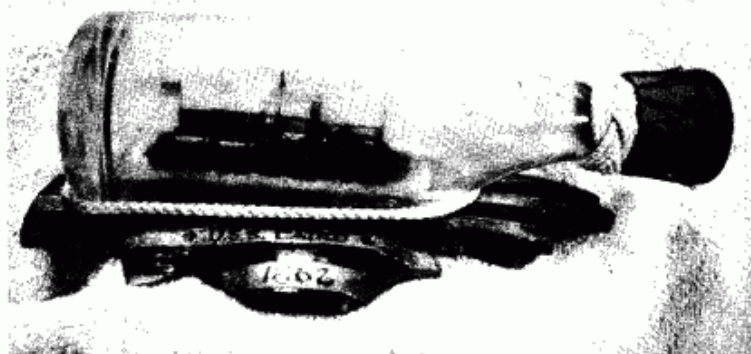


JON PAUL ROOT of Benson Arizona wrote to ask for info on SIB kits. I hope the article in this issue by George Pinter will be of some help to you Jon. I don't think that Kits are poorly thought of in SIBAA Jon. The only objection that most of us have, in regards to kits, are there is a limited number to choose from. One other kit builder in SIBAA that I know of is Mark Sharnick 120 Circle Dr. Stratford CT. 06497. he is a new member and has started out on kits. In answer to your questions as to what kind of bottle is on page 23 Vol.8 #2, it looks like either a Cuervo Tequila or Ballantines Scotch Bottle. David Denny can you help with this one. The container on Page 24 is a large Light bulb. John Aherne can you let me know what size and were to get them.? I would like to invite you Jon to do a short article on what you experiences have been in regards to building from kits. How you like them, quality of materials, plans, etc. I will be happy to include it in a future issue.

DAVID DENNY of Glenolden Pennsylvania (professional carafologist) wrote that he was quite pleased and pleasantly surprised to see some of his work in the photo section of Vol.8 # 2. He also wrote to say that he is glad to see that he is not the only one who has a penchant for Rock & Rye bottles. (Hear that Guy) He was also kind enough to send in an article on his technique for making the sea in a bottle. Thanks Dave. I'll include it in Vol.8 # 4-1990. Dave- George Pinter wants to know how you did the wheels on the "HOG".

CHRIS NAIR of Jabalpur, India wrote recently to say hello and to explain that since his eyesight is slowly deteriorating his ship bottling is limited. Chris, who retired from the army in 1987 after 25 years of service and three wars, is now a proud grandpa. Thanks to his 22 year old daughter. His son plans to join the newly formed air arm as a Naval Aviator, in two years when he finishes school.

CHARLES (Zippo) Hand had sent the following photo of C.L. Bradley's Model of the USS CAIRO. The model is even in a bottle of proper vintage and origin - Cairo ILL. We could tell you didn't build it Charles- No Lighter in the photo.



GEORGE UNDER GLASS

by George Pinter

This is the third article in a series on glass bottles by the author.

****WARNING****

THE AUTHOR, EDITOR, AND OFFICERS OF THE SHIPS IN BOTTLES ASSOCIATION ASSUME **NO** RESPONSIBILITY OR LIABILITY FOR THE USE OR MISUSE OF **ANY** OF THE CHEMICALS MENTIONED IN THE FOLLOWING ARTICLE. THE AUTHOR, EDITOR AND OFFICERS OF THE SHIPS IN BOTTLES ASSOCIATION ASSUME NO RESPONSIBILITY OR LIABILITY FOR **ANY, INJURY, DEATH, OR DAMAGE**, EITHER PERSONAL, PROPERTY, OR ENVIRONMENTAL, RESULTING FROM THE USE OR MISUSE OF **ANY** OF THE AFORE MENTIONED CHEMICALS.

From time to time ship-bottlers wonder how to clean a stained, but otherwise desirable bottle. A recent plea from a long time ship bottler concerned his problems removing stains from a very old bottle, stains which were in some way related to, or caused by, the labels, judging from their position and shape. Another modeler tells me of problems with persistent stains, - recurring residues that have defied all efforts at removal. Both bottlers had tried various solvents and cleaners to no avail, including lacquer thinner, alcohol, and paint remover. While these might seem effective, many cleaners are very specific and may not be effective on the stain you have encountered. Oft time the only solution, is to try a variety of substances before the cure is found.

Before getting into the business of cleaning bottles, let's take a moment to examine the "stuff" we call glass. Even rudimentary knowledge about the nature of its properties will help understand how to deal with it.

In its most basic sense, glass is made from sand heated with lime and soda. Other materials can be added to obtain special properties, to make the glass stronger, colored, brighter, etc. A few basic facts will help you understand the nature of stains and discoloration on bottles. It may surprise you to learn that glass is technically a liquid in solid form. It is not a totally inert substance; it is absorbent and slightly soluble in water. Under certain conditions the glass (a liquid) can begin to crystallize, losing its clarity and becoming more fragile. Additionally, glass can change chemically due to the carbon dioxide reacting with the materials from which glass is made. The carbon dioxide is inescapable; it is in the moisture all around us. This is partly what causes the patina or color changes which occur in old glass. While some antique and glass collectors may favor such an appearance, the bottle modeler finds it generally less desirable.

Extreme care should be exercised when scouring any glass container. Emery and sandpapers should NEVER be used. Ditto for steel wool or other abrasives which might scratch glass. The abraded surface may not appear to be damaged while it is wet, but once it is dry, dull roughened areas often appear where you have worked. Quarter inch square balsa sticks are soft, but often effective for some scrubbing chores. Flat tongue depressors are a bit harder, but normally inflict no damage to the bottle. These wood scrapers can also be used with acids and other cleaners.

GEORGE UNDER GLASS

(continued from page 15)

Distilled water by itself has been found to be a good cleaner in some cases. Allow the bottle to soak for several days, changing the water frequently. I WOULD LIKE TO MENTION HERE THAT LATER I WILL REFER TO WATER AS A RINSE WHEN TREATING THE BOTTLES. It is always preferable to use distilled water over tap water for any rinsing, since tap water contains additives and minerals that can possibly leave a residue or film on the glass. ALWAYS rinse the bottle well to remove any trace of a cleaner before trying another cleaner. This reduces the chance of a HAZARDOUS CHEMICAL REACTION THAT COULD BE HARMFUL. Both to you and the bottles. Ammonia and Chlorox (Bleach) are obnoxious to work with, but may bring about the desired results without resorting to more hazardous means or chemicals. Use " straight " ammonia (available at hardware stores) , not the cleaning solutions found in super-markets , which are mostly a detergent with ammonia added. With either of these cleaners, allow the bottle to soak for several hours before you rinse and dry to check the results of your efforts. Always check when the bottle is dry , for the appearance is quite different when wet.

WARNING DO NOT EVER MIX AMMONIA AND BLEACH!! A VIOLENT CHEMICAL REACTION CAN OCCUR THAT COULD BE DANGEROUS. ! DO NOT BREATHE THE VAPORS! WEAR EYE PROTECTION AT ALL TIMES WHEN WORKING WITH CHEMICALS ! RUBBER GLOVES SHOULD ALSO BE WORN WHEN WORKING WITH CHEMICALS !**

The wearing of rubber gloves has a two fold purpose. First they will protect you from harmful burns. The bonus is that they will prevent you from contracting an awful stink on your fingers and hands , that will last for hours.

Vinegar is probably the mildest acid available and is so common that it is often overlooked as a cleaner. The affected area should be soaked several hours in straight vinegar. This coupled with the balsa stick, might be the job. Citric acid is another mild and safe acid that might work.

Muriatic is a stronger acid. This acid is an off-the-shelf item in most hardware, plumbing supply and pool supply stores. It is used for etching concrete prior to repairs and as a flux for soldering, among other things. Muriatic acid is a diluted form of Hydrochloric acid.

Sometimes drastic problems call for drastic solutions. If the stain is persistent, and you are determined to try every method to save an otherwise desirable bottle, then strong acid may be the answer.

CAUTION: THE FOLLOWING DIRECTIONS MUST BE FOLLOWED WITH CARE. STRONG ACIDS ARE DANGEROUS. THEY ARE USEFUL, BUT ARE NOT TOYS. WORK CAREFULLY, FOLLOW THE DIRECTIONS AND RECOMMENDATIONS ON THE LABELS FROM THE MANUFACTURERS. KEEP THE ACIDS AND THERE CONTAINERS AWAY FROM CHILDRENS CURIOUS LITTLE HANDS.!

Sulfuric acid will not harm glass, but it is strong enough that it generally and effectively dissolves many organic substances adhering to the surface of glass. Sulfuric acid can be obtained from laboratory supply houses, such as Thomas Scientific, 99 High Hill RD. P.O.Box 99, Swedesboro, N.J. 08085-0099, Tele.609-467-2000. Most

GEORGE UNDER GLASS

(continued from page 16)

large cities have at least one laboratory supply outlet. Let your fingers do the walking/driving.

CAUTION: SULFURIC ACID **MUST BE HANDLED CAREFULLY. WEAR PROTECTIVE GOGGLES, RUBBER GLOVES, AND A PROTECTIVE (RUBBER) apron. WORK IN A WELL-VENTILATED AREA, DO NOT BREATHE THE FUMES.**

REMEMBER--SPILLED ACID WILL DESTROY MOST OBJECTS.!!!!!!!

To clean the inside of the bottle , carefully pour in one or two ounces of acid, and prop the bottle in a stable position, so that the acid is in contact with the stained area. Every few hours gently swirl the acid around in the bottle (DO NOT SHAKE). This gentle agitation often helps remove the stain, while cleaning the rest of the bottle as well. When you think the glass is clean, pour the acid into a clean empty container , and cover securely. DO NOT return used acid to the original container. Used acid can be reused , and there is no need to contaminate the new stuff (acid). Slowly fill the bottle with cold water and rinse well several times to be certain that all the acid is removed. Then allow the bottle to dry and check the results. If it seems to be working , but traces of the stain remain, repeat the process a few more times until the stain is completely gone.

For exterior stains, the process is similar , except that the acid must be poured into a larger acid resistant container so that the bottle can be laid in the acid. Again prop or fix the bottle in a stable position to keep the stain in continuous contact with the acid. Allow to soak for several hours , then scrape gently with the wooden stick. You may want to allow several hours of additional soak time before rinsing. REMOVE THE BOTTLE CAREFULLY , DON'T DROP IT OR LET IT DRIP ON ANYTHING THAT YOU DON'T WANT HOLES IN. As before rinse slowly in cold water, dry and check results.

Hydrochloric acid and Nitric acid also may result in a clean useful bottle. I have never used these. However, all the safeguards for handling sulfuric acid apply to these as well.

Sodium Hydroxide is another substance rarely used to clean bottles but it can be quite effective in some instances. Sodium Hydroxide is the fancy name for Lye , a strong alkaline medium. Like its acid relatives at the other end of the chemical spectrum , it is able to dissolve many obstinate substances from glass surfaces. I have found it capable of dissolving and/or loosening persistent residues of unknown origin from old bottles. I cannot honestly state it is "better" or "worse" in terms of results when compared with acids. Each works in its own way on assorted substances. Sodium Hydroxide is readily obtainable in any supermarket as " oven cleaner". Easy Off is the brand I use, but there are others available.

CAUTION: Like the acids, sodium hydroxide can be dangerous if mishandled. BE SURE TO READ AND HEED THE LABEL DIRECTIONS AND WARNINGS FOR SAFE USE.

To spray inside the bottle , hold the bottle horizontal and spray the oven cleaner into the neck. Slowly rotating the bottle will help spread the cleaner over the entire inside surface. You may have to apply it two or three times to get full coverage. Since the cleaner foams a bit , it tends to adhere to the glass surface, but you will see a slight accumulation of liquid at the bottom. That is okay since this area is often the sight of the worst residues.

GEORGE UNDER GLASS

(continued from page 17)

Allow the bottle to stand for 30 to 60 minutes minimum before rinsing and checking progress.

Small plastic balls, glass marbles, BB shot, or sand added to the bottle can act as agitators to aid in loosening stubborn build-ups if the bottle is swirled slightly. DO THIS GENTLY. DO NOT GET OVER EXUBERANT HERE. These agitators can also be used with acid cleaners.

NOTE: Swirl rather than shake the bottle.

After rinsing, check for any remaining stains or residues. You may find some remain undissolved, but have been loosened so that reaching in with a long wire tool (those coathangers again) , it can be dislodged easily. Stubborn stains may require a second cleaning. An additional step you may wish to use is to preheat the bottle in an oven at a low temperature (200F) for 15 minutes, prior to spraying the oven cleaner. Sometime the addition of heat aids in the cleaning process. Exteriors of bottles can be cleaned in the same way as the interiors.

Powdered Lye can also be used. Dissolve two rounded tablespoonfuls into a pint of water , slowly sprinkling it in and stirring gently.

WARNING:-ALWAYS ADD LYE TO WATER. DO NOT ADD WATER TO LYE.

If you pour water into the lye, it will cause a VIOLENT CHEMICAL REACTION that can erupt. Spattering droplets of the mixture everywhere, burning holes in your skin , hair , clothing and anything and everything else nearby. IT CAN CAUSE BLINDNESS.

If you should get lye on your skin , wash immediately with vinegar. This will help neutralize it. Seek medical help. As stated before, you may need to repeat the above process more than once to completely clean the bottle. This is your decision. How much time and money are you willing to spend to salvage the bottle. Also, note that I have cleaned several bottles effectively , only to find areas where the glass itself, is discolored. There is no cure for this ! If after two or three cleaning applications the bottle is still not cleaned, you may want to relegate it to some other use. Putting it on guard duty at the bottom of the glass recycling bid is one application that comes to mind.

REMEMBER TO DISPOSE OF USED CHEMICALS AND GLASS LEGALLY AND PROPERLY, AND SAFELY AT ALL TIMES. DON'T HARM THE ENVIRONMENT.!!

Dullness of glass poses a slightly different problem than dirt or the remains of some unknown substances. Recall that glass is really a liquid , and as such the surface molecules are able to combine with the molecules of other ("Foreign") substances-,even the cleaning solutions you have used. Sometimes this dullness can be polished out by swirling lead shot around in the bottle. Since glass is a cooled liquid , one of its properties is that it is somewhat malleable and exhibits a certain amount of " workability" A tremendous amount of vigorous swirling will be necessary to produce results. It is the same workability that permits glass to be ground , buffed , and polished. (which shall be discussed in a future article).

GEORGE UNDER GLASS

(continued from page 18)

Stains can be a perplexing state of affairs, you have diligently cleaned and dried the bottle. All dirt debris and residues have been removed. As you admire your fine work, you notice a foggy area beginning to develop as the glass gets totally dry. What the #*&# is that??

This can be distressing. This staining or cloudiness is generally regarded as a surface problem, and as such should be removable. Actually the problem is a bit more complex. Knowing that the glass surface reacts to other substances, and that glass is slightly absorbent, it is understandable that what has happened is a chemical reaction. The result is not merely a surface deposit, but a chemical change that has penetrated into the glass. This damaged or altered top layer of glass must be removed to reveal a clear layer of glass again.

I recently spoke to Mr. Kauko Kahila of Falmouth, Massachusetts. he has been affiliated with Pairpoint Glass the Sandwich Glass Museum, and the New Bedford Glass Society. A student for many years, he has led expeditions, or "digs" at sites of old glass works, and has lectured widely on the subject of glass. Mr. Kahila told me when attempting to restore/clean old glass objects, they (museums) always use a solution of denture cleaner such as polident or effident. They found that this will generally remove just about anything that is removable from the glass. I have tried this and it does a surprising job of cleaning glass, but it will not remove everything you are liable to encounter. When the surface of the glass has been damaged, it is referred to as "sick" glass, and generally there is not much that can be done. As I understand it, the museums do not like to tamper too much with the glass, lest they do further damage. I feel that we (ship bottler's) are in a slightly different position. If the bottle is not sparkling clean and clear, it is of no use to us. Therefore, we have nothing to lose by a bit of experimentation. Since we most often are not dealing with a rare expensive piece of glass, what have we got to lose? The main problem here is how to restore the glass surface. We have already discussed the use of acids and will not repeat it. If acid has not cleaned the bottle, the only other possible method would be to mechanically polish (buff) the surface with a mild abrasive. It is my experience that some bottles have areas which are rough or pebble textured, where the labels are/were glued on. This, too, has probably been caused by chemical reaction. The only possible solution would be to buff them out, unless these surfaces can be hidden or positioned so that it does not detract from the aesthetics of the model. Don't be too quick to discard such bottles. I have a treat for you stay tuned.

SOME OF THE CLEANERS DISCUSSED HERE CAN BE HAZARDOUS.
I ACCEPT NO RESPONSIBILITY OR LIABILITY, NOR DOES SIBAA,
THE EDITOR OF BOTTLE SHIPWRIGHT, OR THE OFFICERS OF THE
ASSOCIATION, IF YOU SUFFER ANY INJURY OR DAMAGE. I CANNOT
STRESS TOO STRONGLY THE NEED FOR PERSONAL PROTECTION WHEN
WORKING WITH THESE CHEMICALS. ALWAYS WORK IN A WELL VENTILATED
AREA WITH PROPER GLOVES AND EYE PROTECTION.

FROM THE EDITOR-----

Ray Handwerker

5075 freeport drive
springhill, fl. 34606



☆☆

It is with regret that I write this editorial.
Regret mixed with more than a small amount of sadness,
that I explain the bold face type demands on the table of
contents page, under the Presidents message.
It seems that a member of the German Ships-in-Bottles association
has made these demands necessary. Mr. Gerhard Herrling the editor
of BUDELSCHEFF EXPRESS, (the German counterpart of The Bottle
Shipwright) is being 'sue'd for using material in that publication
that said member gave him. While I realize that this demand will
probably narrow the content and scope of the Bottle Shipwright,
I personally cannot afford litigation of this or any other type.
In addition, since a large portion of the material you see in the
Bottle Shipwright, comes from members overseas, I must expand my
demand to include the following.;The permission (signed) must be
in english. I sincerely hope all of you will understand and comply
with these new conditions, and that you will understand why I can-
not and will not risk everything my wife and I have worked so hard
for all of these years. Yes, I understand that Germany is an ocean
away, and it hasn't happened here. Yet !.
I also hope that this was not a factor in Bob de Jongste's retiring
as editor. Though it would not surprise me if it were.

To date I have received NO response to Finley Taylors idea for
the restructuring of S.I.B.A.A. into "districts".

Some of you had written to ask about Model Expo's competition
at Mount Airy Lodge this November. I am sorry to report that it was
canceled do to lack of interest. Lack of interest seems to be becom-
ing an epidemic in the modeling world.

OK ! I've shot my mouth off enough--Lets refill those Bottles.

WELCOME ABOARD NEW MEMBERS

Paolo Rotelli,-Largo Strozzi # 1, 57100 Livorno, Italy.
Mark A. Sharnick,-120 Circle Drive. Stratford. Ct. 06497
Glen T. Wells,-Rt.1, Box 129 DeWitt, Va. 23840.

ADDRESS CHANGES

Rich Maraldo,-2296 Locust Drive. Lansdale, Pa. 19446.
James A. Marsh,-45 Elliott Row Apt.#9. St.John N.B. Canada E2L1C6.
Parker M. Leney,- Sunset Haven,163 First Ave. Welland, Ont.
Canada L3C 1Y5.
Geoff Smith,-69 Wardenup Cres. Yallingup,Western Australia
6282

Thanks for clearing up the address thing Geoff, and thanks
for writing. Send me some pictures of some of the scenes
in bottles you've done, and i'll include them in the next
issue.----- Bill Johnston,Sent in this note ----

*** AL DALEY-SIBAA and Penna. Delaware Valley Wood Carvers Member,
*** has suffered a heart attack , and pneumonia. He is in Graduate
Hospital in Philadelphia. Cards sent to his home; 7226 Green-
briar Rd. Pennsauken N.J. 08109, Will be forwarded to him.
We all wish you a speedy recovery Al.



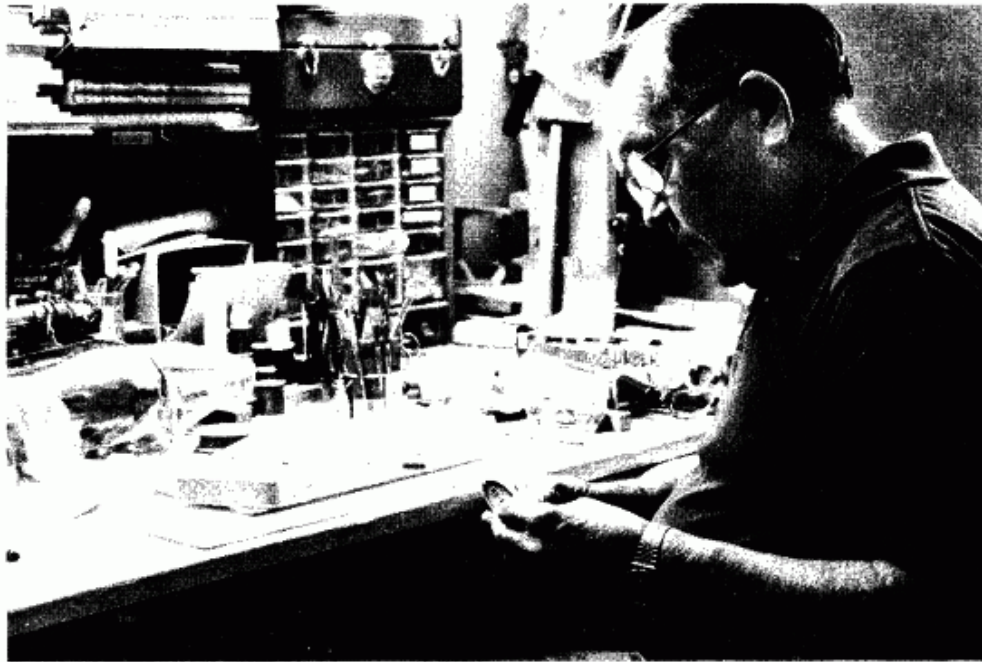
calling
ALL HANDS -- JOHNSTON (JACK) M. HINKLEY.

by
 Francis J. Skurka

Was born on October 4, 1917. In Pittsburgh, Pennsylvania, U.S.A.

Jack attended Hillsdale and Kelton Elementary Schools, and graduated from Dormont High School. After graduation, he worked in the mail room, printshop and comptroller's office of the Carnegie-Illinois Steel Company. Intending to pursue an advertising career, he enrolled in Duquesne University, when World War II interrupted his studies. He became a welder, constructing landing craft for the Dravo Shipyard and later worked with the survey crew of the P & LE Railroad. In 1942, he enlisted in the Coast Guard. During his hitch in the Coast Guard, Jack was (as most wartime personnel) placed in reserve, and served in Port Security of rivers, ports, and terminals.

His group was assigned the responsibility for the port of Pittsburgh and he sailed in patrol boats and auxiliaries (private vessels commandeered for wartime service) on river patrols. Jeep patrols of piers and terminals was also part of his duty. He mustered out as a Boatswain's Mate, First Class.



Jack at work on a Ship-in-Bottle, Hull

ALL HANDS (continued from page 21)

Returning to civilian life, Jack married Dodie and they settled in Coraopolis, Pa. They have two children, a son and a daughter. There are three grandchildren, two four year old girls and a year old boy. He went to work for Northwest Airlines and retired as a District Manager of Transportation Services after 37 Years. His hobbies? He draws, creates cartoons, plays golf and does volunteer work. He and his wife travel whenever they can, as Jack likes to drive.

Over fifty years ago, at a Boyscout meeting, another scout showed him a ship in a cough syrup bottle. Jack was so intrigued, he went home, dumped the syrup out of the bottle he found in the family's medicine chest and built his first SIB. He still has the original. A loner in modelling for years (like most of us), Jack's daughter in 1980, gave him a copy of Don Hubbard's first book on SIB's and he fired off a note to "Don Hubbard, Coronado California". Luckily, Don got the note, and they have been friends ever since.

At the time, the only organized ship-in-bottle group was the French, which started the "Bateau en Boutilles" in Marseilles, France. Actually the organization was international in scope. Their newsletter was "Rose Des Vents" or "Compass Rose". Don Hubbard actively assisted in membership, until it reached the point where there were more "Foreigners" than Europeans. Don and Jack collaborated to form the North American Division of the International Ships-in-Bottles Association.

In the summer of 1982, the first International Ships-in-Bottles exposition was held aboard the sailing vessel "Star of India" in San Diego, Ca. U.S.A. Jack attended and learned that the American membership of the international organization was growing, and that it would be advantageous to form a new American organization. At Don's urging, Jack agreed to become the first President of "The Ships-in-Bottles Association of America" (SIBAA), a job he still holds today. In 1983, the Bottle Shipwright became the official journal of SIBAA.

Early on, Jack developed the "Hinkley Hinge", an extreme tongue and groove joint for hinging masts to the hull. He specializes in models in large light bulbs and models of everything from river steamers to frigates.

In 1983, the Japanese invited him to attend the second international Ships-in-Bottles Exposition in Osaka, and as president of SIBAA, he became "Kai-Cho", which means Boss/Leader/President. Jack uses no special techniques when modelling, except for constructing special tools as needed. He hopes to improve his own skills, to assist others to do the same and to continue to preserve and expand this "Venerable Nautical art". In the recent Custom House Maritime Museum Competition and Exhibition for scale ship models of the U.S. Coast Guard Vessels, held in Newburyport, Massachusetts, Jack took third place in the S.I.B category for his 1:77.2 model of CG 38570. A 38 ft. Picket boat, which he served on in World War II.

Jack has a great sense of humor and a very wry wit. For example he says he; Is not very handsome, Can't sing, can't cook gourmet style, couldn't make the PGA golf tour, knows guys in SIBAA, hates to mow the lawn, has a wonderful wife Dotie, and a granddaughter who thinks that "Grandpas" are full of wisdom.

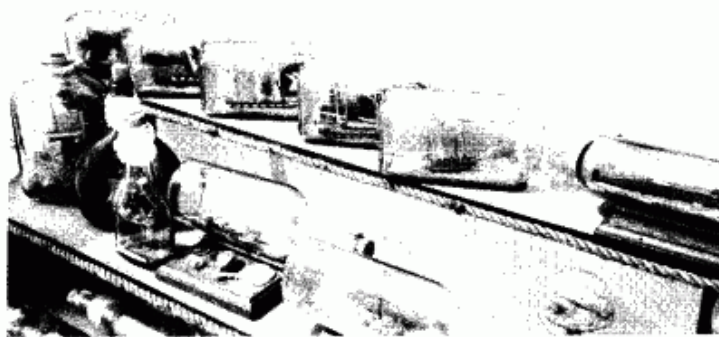
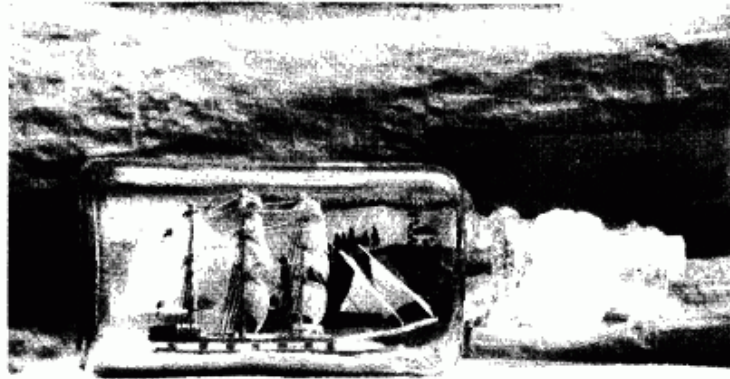
Jack looks forward to an increased membership and a greater participation by the members in public events, especially exhibitions. "Distance is our problem" he says and is considering ways to bring the members closer. At our last conference he stated "Bottleship means Friendship". You can be sure he means it.



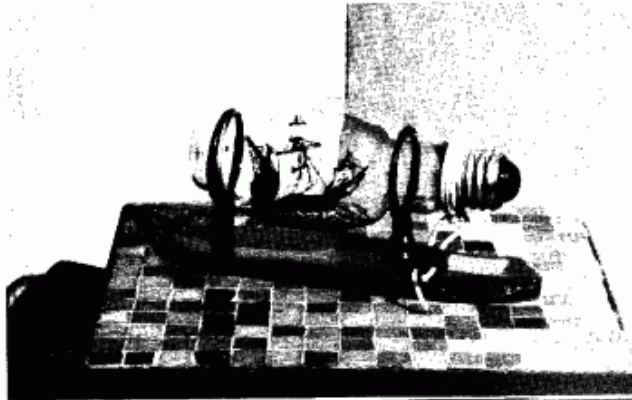
"HOG" in a bottle
BY David Denny
This one's for
you George.
Yes, Guy, it's a
Rock & Rye
Bottle!!

He, He, He,
Chuckie, Chuckie.

"Inward Bound"
Bark.
by David Denny.
Rock & Rye
Bottle.
Background is
painted on.

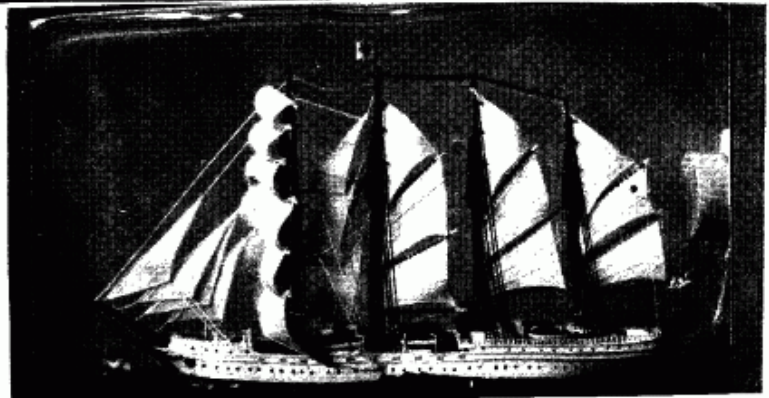


A collection of
Daves works at
an Arts & Crafts
Show.
Guy note the Rock
& Rye bottles on
the top shelf.
Thanks Dave, I
needed that.!



The Caravel-"PINTA"
by Robert Emory.
In a light bulb.
The plans for this
model can be found
in Vol.#8 No.3 1990
of Bottle Shipwright.

The "Shinto Maru"
by Juzo Okada. 1988
A fine model of the
Japanese Training
ship.



GEORGE UNDER GLASS

(continued from page 19)

Bibliography.

- Grotz, George. The Antique Restorer's Handbook. Garden City:
Doubleday Co., 1876.
Gulliner, Gabriella Gros. Glass: A Guide for Collectors-
History of Glass Making.
New York: Stein and Day Co., 1970.
Ratcliff, Rosemary. Refurbishing Antiques. Chicago:
Henry Regnery Co., 1971



"THAT'S BETTER" or
should I say "More
like it" "Viking"
isn't it Charles ??
NO-not the lighter !
The S.I.B. !!

ANNOUNCING. *a new book.....*



MAKING
SHIPS IN BOTTLES
BEGINNERS TO ADVANCED
by
LÉON LABISTOUR



Current President of the European Association of Ships-in-Bottles, LEON LABISTOUR has kept a continuing interest and enthusiasm for this traditional sailors' craft alive within his Arts and Craft business for almost 40 years.

Now, all his time-proven methods and innovative techniques are set out in what must be regarded as a major work on the subject.

Precise text, plans and photographs setting out graduated stages of construction in the clearest possible manner, make this a text book wholly practical in concept - yet attractive in many other ways

The various chapters comprise:-

1. Tools and Materials
2. 'Beginner's' Model
3. 3 and 4 Masted Barques
4. A 4-Masted Ship ('Collector's' Model)
5. Upright, 'decanter style' bottle Model
6. Clipper Ship in 'Haig' Dimple Bottle
7. The Turk's Head Knot
8. Alternative Modelling
9. Machine Methods
10. Hints and Tips
11. Conclusion
- Glossary of Terms used in the Book .
- Index

AVAILABLE FROM: -

MARINE ARTS PUBLICATIONS
'Seascope'.
King Street,
Robin Hood's Bay,
Whitby, N.Yorks
YO22 4SH England
Tel 0947 880512

Paper money or personal
cheques payable to
MARINE ARTS PUBLICATIONS

Size A4 format (205mm x 295mm)
104 pages
37 photographs - 5 in colour
80 plans and line drawings - some isometric
Paper-back - laminated artboard cover

ISBN 0-9516184-0-7

Complete satisfaction guaranteed - or money back plus return postage.

Published price £11.95 plus mailing.

**** SPECIAL PRICE TO ALL WORLD SHIP-
BOTTLERS ASSOCIATION MEMBERS**

to AMERICAN MEMBERS: -

20\$ surface mailed, 25\$ airmailed

